

**Department of Transportation
Federal Aviation Administration
Categorical Exclusion/Record of Decision
McKinney National Airport (TKI)
Taxiway C Extension Project**

Introduction

The Federal Aviation Administration (FAA) Categorical Exclusion/Record of Decision (CATEX/ROD) sets out the FAA's consideration of environmental and other factors relevant to the McKinney National Airport's proposed Taxiway C Extension Project. For purposes of this ROD, all attachments identified can be found in the attached Categorical Exclusion Form.

Background

McKinney National Airport intends to apply for Airport Improvement Program (AIP) funding for FY 2026 for the Taxiway C Extension Project. The proposed project area is located within the McKinney National Airport property owned by the City of McKinney, Texas. The project study area and Area of Potential Effect (APE) are located to the east of the existing Runway 18-36 and are approximately 91 acres. The area is predominately undeveloped maintained and mowed grassland with some evidence of airport activity (from vehicular disturbance).

Proposed Federal Action

The proposed federal action is AIP funding for the sponsor's proposed action, as described below.

Purpose and Need

The purpose of the proposed roundabout is to provide a full parallel taxiway on the east side of the airport for Runway 18-36, eliminating the need for commercial aircraft to cross Runway 18-36 to access the Runway 18 end. The project would prevent head-on situations for commercial operations and improve safety.

Proposed Action

The proposed action consists of a bypass taxi lane and extension of Taxiway C to the north by 5,230 feet. This proposed taxiway will be 50 feet wide with 20-foot shoulders on each side. The construction is expected to be completed in phases, with the southern portion of the taxiway and bypass taxi lane to begin in August 2027 and the northern portion to begin mid-2028, with all construction to be completed by Summer 2029.

Impacts Analysis

The attached Categorical Exclusion Form and attachments address the potential effects of the proposed action on the quality of the human and natural environment and are made part of this Record. All construction activities will occur on airport property in previously disturbed areas. No significant environmental impacts, as described in FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, are expected.

Categorical Exclusion

The FAA relies on the CATEX identified at Section B-2.4(e) of FAA Order 1050.1G to satisfy its obligations under the National Environmental Policy Act (NEPA). In relevant part, the CATEX applies to:

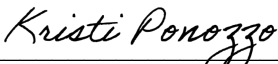
Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality. Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS).

Decision

The FAA recognizes its responsibility under the National Environmental Policy Act of 1969 (NEPA) and its implementing Council on Environmental Quality (CEQ) regulations, and its own directives. Recognizing these responsibilities, I have carefully considered these objectives in relation to aeronautical and environmental factors at TKI and have utilized the environmental process to make an informed decision.

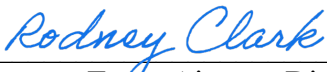
The final environmental documents satisfy the requirements of NEPA, and the FAA Order 1050.1G. Having carefully considered aviation safety and the operational objectives of the proposed projects, as well as being properly advised as to the anticipated environmental impacts of the proposal, under the authority delegated to me by the Administrator of the FAA, I find that the project is reasonably supported, and I direct that all appropriate actions be taken to carry out the agency actions noted above.

Recommended:



Environmental Protection Specialist

Approved:



Director, Texas Airports District Office

This Categorical Exclusion/Record of Decision presents the Federal Aviation Administration's findings and final decision and approval for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VIII, Parts A and B.

Any party having a substantial interest in this order may appeal to the United States Court of Appeals for the District of Columbia Circuit or the court of appeals of the United States for the circuit in which the person resides or has their principal place of business by filing a petition for review within 60 days after the entry of this order in accordance with 49 U.S.C. §46110.

DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the FAA Order 1050.1 (current version) and FAA Order 5050.4B (collectively, FAA Environmental Orders).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the Airports District Office or Regional Airports Division Office staff about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information and documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

McKinney National Airport, TKI, McKinney, Collin County, Texas

Project Title:

TKI Taxiway C Extension

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The proposed action consists of a bypass taxi lane and extension of Taxiway C to the north by 5,230 feet. This proposed taxiway will be 50 feet wide with 20-foot shoulders on each side. The construction is expected to be completed in phases, with the southern portion of the taxiway and bypass taxi lane to begin in August 2027 and the northern portion to begin mid-2028 and all construction to be completed by Summer 2029.

The extension of Taxiway C will provide a full parallel taxiway on the east side of the airport for Runway 18-36, eliminating the need for commercial aircraft to cross Runway 18-36 to access the Runway 18 end. The project would prevent head-on situations for commercial operations and improve safety.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The proposed project area is located within the McKinney National Airport property owned by the City of McKinney. The project study area, or Area of Potential Effect (APE), is located to the east of the existing Runway 18-36 and is approximately 91 acres. The study area and APE is predominately undeveloped maintained and mowed grassland with some evidence of airport activity (from vehicular disturbance) in portions of the APE.

Identify the appropriate CATEX paragraph(s) from the current version of Order 1050.1 or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

The proposed project falls under **B-2.4. Categorical Exclusions for Facility Siting, Construction, and Maintenance**. This category includes the list of CATEXs for FAA actions involving acquisition, repair, replacement, maintenance, or upgrading of grounds, infrastructure, buildings, structures, or facilities that generally are minor in nature.

B-2.4 (e): Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.

- Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS).

The circumstances FAA must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these impact categories to address potential impacts. Keep in mind that FAA must analyze both construction and operational impacts. Indicate whether or not there would be any effects under the particular impact category and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic/cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required. No listed NRHP sites and no historic age structures are located within the APE. A project review request was submitted to the Texas Historical Commission (see attachments).	☐	☒
Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects. The project does not have the potential to cause effects to historic sites because no listed or eligible for listing NRHP sites are located within the APE. A request for THC project review has been submitted and awaiting response for concurrence.	☐	☒

Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available) The proposed action is within airport property that has been consistently maintained and the entirety of the APE has been previously disturbed by airport activities.	☐	☒
Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required. The proposed action would be limited to airport property; therefore, no tribal land or land of interest to tribes would be affected by the proposed action.	☐	☒

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance. The proposed action is located entirely within airport property; therefore, there are no Section 4(f) properties within the project area. There are no historic sites near or adjacent to the project area. Recreational areas, parks, and wildlife refuges of local significance near the project area are: the Heard Natural Science Museum and Wildlife Sanctuary, a wildlife refuge of local significance (not publicly owned and not open to the public without a fee) is located 1 mile southwest of the project area, City of McKinney Old Settler's Park (publicly owned and open to the public) located approximately 0.9 miles northwest of the project area, City of Fairview owned property with soccer fields (leased to a third party for use and not open to general public) is located 0.8 mile southeast of the project area, and the City of McKinney Greenway (designated green space but not currently open for the public for park use) is located 0.25 mile north of the project area.	☐	☒
Will project construction or operation physically or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use/impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7. No physical effects or constructive "use" of Section 4(f) protected properties would occur from the project construction or operations.	☐	☒
Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties. No, the proposed action would not affect any recreational or park land purchased with Section 6(f) LWC Funds because there are no Section 6(f) properties within or adjacent to the project area.	☐	☒

5-2.b(3) Threatened or Endangered Species

	YES	NO
Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle. An official Information for Planning and Consultation (IPaC) review was gathered from USFWS (see attached species list and Determination Key [Texas DKey]). The report identified federal and state listed species potentially occurring in the area; however, the IPaC determined no critical habitats within the study area.	☒	☐
Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required. The APE is highly disturbed and unlikely to provide suitable habitat for any identified species potentially occurring within the APE. Through the IPaC Texas DKey, a no effect determination was made for three threatened species (piping plover, rufa red knot, Texas fawnsfoot) and one endangered species, the whooping crane.	☐	☒
Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service). The one identified wetland feature within the APE may attract birds; however, the airport maintains an existing wildlife management plan to avoid impacts on migratory birds and the remainder of the APE is highly disturbed and maintained for airport use.	☐	☒

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts. The study area does not contain resources protected by the Fish and Wildlife Coordination Act.	☐	☒

b. Wetlands and Other Waters of the U.S.	YES	NO
Are there any wetlands or other waters of the U.S. in or near the project area? Three streams in a drainage basin and one wetland features were identified in the study area. One (1) wetland feature, mapped as a Palustrine Forested Broad-Leaved Deciduous Temporarily Flooded Wetland (PFO1A) by the USFWS NWI, is present within the study area (see attached water features map). A wetland delineation conducted on April 9, 2026, confirmed the wetland feature within the study area, however it is more appropriately characterized as a Palustrine Emergent Wetland (PEM) due to herbaceous wetland vegetation and an absence of woody species. In addition, three streams in a drainage basin adjacent to the existing taxiway were observed. The streams, one ephemeral and two intermittent, are concrete-lined and originated from a previously altered stream channel modified during past runway construction at the airport. No other waters of the U.S. were observed.	☒	☐
Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands. Desktop research, aerial photography review, and a wetland delineation were conducted to assess potential wetlands and waters of the U.S. within the study area (see attached Wetland Features Survey Exhibit, Representative Site Photos, and Wetland Determination Data Forms). Wetland determinations were made by analyzing observed vegetation, hydrology, and soils in accordance with the routine approach described in the USACE Wetland Delineation Manual (1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region (Version 2.0). Streams were characterized by type, ordinary high-water mark, substrate, and riparian vegetation. One wetland was identified within the study area (see attached data forms for wetland indicators). The wetland totals 0.38 acre and appears to be connected to a stream with downstream connections to East Fork Trinity River and the Trinity River, a traditional navigable water. The three drainage features observed in a large drainage basin adjacent to the existing taxiway may have downstream connections to East Fork Trinity River and the Trinity River, a traditional navigable water through the wetland shown in the attached figure. No other waters of the U.S. were identified within the proposed project area.	☒	☐
If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact. The project is not anticipated to result in direct or indirect impacts to the wetland. Project design and construction activities have been planned to avoid this feature. However, if there are minor modifications that could result in negligible impacts, these would be covered under the Nationwide Permit anticipated for the project. Construction limits will be clearly defined to prevent encroachment.	☒	☐

Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit? The proposed project is anticipated to require a Nationwide Permit (NWP) 14. If design changes require a Pre-Construction Notification (PCN), coordination with USACE will be required and a wetland delineation report will be presented to USACE for concurrence and determination. The NWP 14 will be acquired prior to construction.	☒	☐
c. Floodplains	YES	NO
Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation. The proposed action is located within a floodplain according to the FEMA NFHL viewer tool (see attached FEMA map). A drainage study would be conducted and improvements would be proposed to result in a "no rise". Since our project is outside the floodway, we also do not anticipate any encroachment in the floodway. The area where the taxiway would be extended has been disturbed and the concrete-lined stream features are water features we anticipate to be covered through a NWP 14. We also do not anticipate to impact the wetland (Wetland 1) and would maintain drainage to that feature. Therefore, we would not impact downstream and not impact the natural and beneficial floodplain value.	☒	☐
d. Coastal Resources	YES	NO
Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable. The project does not occur or will impact the State's Coastal Zone Management Plan.	☐	☒
Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service? The project does not occur or will impact the Coastal Barrier Resource System.	☐	☒
e. National Marine Sanctuaries	YES	NO
Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource. There is no National Marine Sanctuary located in the project area.	☐	☒

f. Wilderness Areas	YES	NO
Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource. There is no Wilderness Area located in the project area.	☐	☒
g. Farmland	YES	NO
Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project. The NRCS Web Soil Survey (see attached Soil Resource Report) identified prime farmland soils as historically present within the study area; however, the airport is considered an urban developed area, therefore, would not fall within prime farmland regulations.	☐	☒
Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006. The project would not include acquisition and would be limited to existing airport property.	☐	☒
h. Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources either during construction or operations? The project would involve fuel usage and consumable natural resources for the equipment and materials required for construction.	☒	☐
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations? The project would change aircraft traffic patterns with the proposed taxiway extension and bypass taxi lane by providing a more efficient connection to the apron and eliminating the need for aircraft to cross Runway 18-36 to access the Runway 18 end.	☒	☐
i. Wild and Scenic Rivers	YES	NO
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project? There are no Wild and Scenic Rivers within or near the APE.	☐	☒
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark? Not applicable.	☐	☒

j. Solid Waste Management	YES	NO
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed. The Proposed Action would generate typical industrial, construction, and municipal solid wastes that would be disposed of by private waste management companies contracted by the airport. Any additional solid waste would also be handled according to local, state, and federal regulations and disposed of in an applicable landfill.	☐	☒

5-2.b(5) Disruption of an Established Community

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? The project would not disrupt community, planned development and is consistent with the plans and goals of the City of McKinney.	☐	☒
Are residents or businesses being relocated as part of the project? The proposed project would not require any relocations because all construction would occur within airport property.	☐	☒

5-2.b(6) Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided? The project would not increase surface traffic congestion or degrade level of service.	☐	☒
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred. No road closures or road relocations are required for the project.	☐	☒

5-2.b(7) Noise

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix? The project would not result in an increase in aircraft and nighttime operations nor change aircraft fleet mix.	☐	☒
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented? The project would cause a change in airfield configuration after construction of the taxiway extension.	☒	☐

Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. Yes, the airport has a forecast that exceeds 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of these. The project would not result in a change in operations.	☒	☐
Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation. The noise analysis was not conducted based on no changes to operations and noise impacts are not anticipated.	☐	☒
Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour? The taxiway extension is not anticipated to result in significant changes in noise levels including construction and operations.	☐	☒

5-2.b(8) Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area? The project is located in Collin County which is a nonattainment area for the eight-hour ozone.	☒	☐
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. The construction emissions for the proposed action would be below <i>de minimis</i> levels. See attached emissions inventory for the proposed project.	☒	☐
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles? The project is not anticipated to increase landside or airside capacity, and surface vehicles.	☐	☒
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations? The project would not impact air quality or violate local, State, Tribal or Federal air quality standards.	☐	☒

5-2.b (9) Water Quality

YES NO

Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.). The East Fork Trinity River is located approximately 0.7 mile northeast of study area.	☒	☐
Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction. The water resources identified outside of the project area will not be impacted by the project. Texas Pollution Discharge Elimination System permit requirements will be followed for all storm water discharges occurring as a result of the project.	☐	☒
Will the project increase the amount or rate of stormwater runoff either during construction or operations? Describe any steps that will be taken to ensure it will not impact water quality. The additional pavement resulting from the taxiway extension would result in additional impervious ground cover, the appropriate drainage improvements would be constructed to offset additional runoff that may result. Texas Pollution Discharge Elimination System permit requirements will be followed for all storm water discharges occurring as part of the project.	☒	☐
Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts? All required permits will be obtained prior to initiation of construction.	☐	☒
Are any water quality related permits required? If yes, list the appropriate permits. A general construction stormwater permit would be acquired prior to construction. The appropriate Section 404 permit will be obtained prior to construction.	☒	☐

5-2.b(10) Highly Controversial on Environmental Grounds**YES NO**

Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action. The proposed action is not highly controversial and has not received substantial dispute or opposition on environmental grounds. There is currently a lawsuit associated with a separate project in regard to funding; however, the litigation is not relevant to this project.	☐	☒
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5-2.b(11) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located? The project is consistent with plans, goals, policy, zoning, or local controls in place.	☐	☒
Is the project incompatible with surrounding land uses? The project is compatible with surrounding land uses.	☐	☒

5-2 .b (12) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts? Lighting improvements would be included as part of the proposed action; however, light emission impacts are not anticipated because lighting would be limited to the taxiway areas and unlikely to produce light emission impacts outside of airport property with no adjacent residential properties nearby.	☐	☒
Will there be visual or aesthetic impacts as a result of the proposed project or have there been concerns expressed about visual/aesthetic impacts? Although changes in the landscape resulting from the construction of the taxiway extension would occur, all construction would be located on airport property and no adjacent properties would be affected by this change. Therefore, no visual and aesthetic impacts are anticipated.	☐	☒
b. Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials? The project does not involve or affect hazardous materials.	☐	☒
Will construction take place in an area that contains or previously contained hazardous materials? Construction takes place in an area that does not contain or previously contained hazardous materials.	☐	☒
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? The proposed action would not require any land acquisition.	☐	☒

Will the proposed project produce hazardous or solid waste either during construction or after? If yes, how will the additional waste be handled?	☒	☐
The proposed action may result in solid waste during construction; however, proper disposal of materials will be done by the contractor.		

5-2 .b (13) Public Involvement

YES NO

Was there any public notification or involvement? If yes, provide documentation.	☐	☒
No public involvement was conducted for the proposed action.		

Permits

List any permits required for the proposed project which have not been previously discussed. Provide details on the status of permits.

A Nationwide Permit 14 for any potential impacts to waters of the U.S., including wetlands, required for the proposed action would be acquired prior to construction.

A general stormwater construction NPDES permit will be required for impacts greater than 1 acre in size.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Coordination with the U.S. Army Corps of Engineers would be conducted and complete associated permitting requirements if impacts are identified resulting from the proposed improvements.

Applicable USACE permits required for the proposed action would be acquired prior to construction.

A stormwater pollution prevention plan will be in effect to mitigate any impact from stormwater runoff during construction. Dust will be kept to a minimum using proper construction methods and any solid debris or FOD will be removed and properly disposed of offsite by the contractor.

Construction controls would be implemented that include minimizing erosion and sedimentation, controlling runoff while ensuring the runoff control measure does not attract wildlife hazardous to aviation, and complying with special flood-related design criteria.

Coordination with the local floodplain administrator would be conducted prior to construction.

Construction should be avoided from mid-February through October to prevent disturbance during nesting season; however, if it cannot be avoided, a nest survey would be conducted prior to construction.

Preparer Information

Point of Contact	Michele Lopez				
Address	3000 Internet Blvd., Suite 400				
City	Frisco	State	Texas	Zip Code	75034
Phone	214-451-2976		Email Address	malopez@garverusa.com	

Signature  Date 7/14/2026

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact	Kenneth Carley, A.A.E.				
Address	1508 Industrial Blvd.				
City	McKinney	State	Texas	Zip Code	75069
Phone Number	972-562-4053		Email Address	kcarley@flytki.com	
Additional Name(s)			Additional Email Address(es)		

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature  Date 7/14/2026

FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location

McKinney National Airport, TKI, McKinney, Texas

Project Title

TKI Taxiway C Extension

☒ No further NEPA review required. Project is categorically excluded per FAA Order 1050.1G B-2.4 (e).

☐ An Environmental Assessment (EA) is required.

☐ An Environmental Impact Statement (EIS) is required.

☐ The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Kristi Ponozzo Title EPS
Responsible FAA Official

Signature KRISTI M PONOZZO Digitally signed by KRISTI M PONOZZO
Date: 2026.07.20 10:35:05 -08'00'